

Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from berth to berth and approved by himself (SOLAS Ch.V- Regulation 34).

**BW Exchange Special Requirements:** ☒ Routing >50 miles off coast (in 200 mtr depth) for BW Exchange on USA WC N/A ☐ Two Water Ballast Exchange for Amazon & Para River, Brazil

#### Pilot and Port Information

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|---|---|
| <input checked="" type="checkbox"/> Pilot boarding area marked <input checked="" type="checkbox"/> VHF procedures / Channels<br><input checked="" type="checkbox"/> Any restriction at departure port such as tidal requirement for passage to pilot drop off point<br><input checked="" type="checkbox"/> Bridges and air draft restrictions<br><input checked="" type="checkbox"/> Escort by tugs<br><input checked="" type="checkbox"/> Extended pilotage<br><input checked="" type="checkbox"/> Narrow buoyed passages with strong cross currents, heavy traffic, fog etc.<br><input checked="" type="checkbox"/> Any additional precautions at pilot boarding area or drop off point such traffic convergence, safety traffic lane, buoyed channel, reports to VTIS etc. | <input checked="" type="checkbox"/> Areas where bridge/engine room watches are to be doubled (mark on chart)<br><input checked="" type="checkbox"/> Parallel Index references<br><input checked="" type="checkbox"/> Vessel traffic system and calling points in use marked VHF channels for contacting various authorities, services etc.<br><input checked="" type="checkbox"/> Tidal Streams anticipated<br><input checked="" type="checkbox"/> Crew call out position(s)<br><input checked="" type="checkbox"/> Tug meeting point(s)<br><input checked="" type="checkbox"/> Last abort position or Point of no return- (Refer to BTM by NI- Page 27)<br><input checked="" type="checkbox"/> Emergency anchorages <input checked="" type="checkbox"/> Alternative /Emergency tracks/anchorages<br><input checked="" type="checkbox"/> Contingency planning in restricted waters<br><input checked="" type="checkbox"/> Traffic separation and Routing schemes used |
|---|---|
- Following items are taken into account**  
☒ Alteration points ☒ Areas where Master's presence required (mark on chart)

☒ Courses are laid on charts allowing as much safety margin off navigational hazards (at least 3 n miles off in restricted waters, if possible). Increase safety margin to about 6-12 n miles off on coastal passages. (Always choose safe route. Shortest route between two points may not always be the safest) Keep adequate sea room on starboard side from navigational hazards on coastal passages to allow course alteration for collision avoidance in "head on" and "crossing from starboard side" situations.

☒ Keep CPA of at least 250 miles from eye of typhoon/STS, whenever possible. Increase the CPA to 350 miles while carrying deck cargo as far as possible.

N/A ☐ Mark off areas with Piracy & Armed robbery & navigate with caution and implement security measures of Marsec Level 3 when navigating through areas with Piracy & Armed robbery.

**Marine environmental protection measures:** Brief crew of the applicable environmental measures on voyage (EF 3.1-08005 may be referred to for guidance) ☒ Plug scuppers in port.  
☒ Marpol Special areas on voyage ☒ Relevant local regulations (eg: USA NPDES-VGP, California No Discharge Zones for Sewage, Great Barrier Reef Marine Park, Nearest Land near Australia NE Coast, Sulphur Emission Control Areas etc) prohibition on disposal of treated sewage effluent within 3 miles off Korea, prohibition on incineration within 3 miles off coast, prohibition of washing deck in Turkish St.) and to avoid activities damaging the environment ☒ Check vessel's position and distance off the coast from bridge prior disposal of bilge water, sewage, garbage and incineration ☒ BW Mgmt

#### Monitoring the Ship's Passage

- This is a very important aspect of voyage plan. Having a good voyage plan is essential, but its implementation is of equal importance.
- Emphasis to be given to following the planned track, more so at alterations & confirming that the ship is on the track after alteration of course is completed. Cross check positions using all available means. If the planned track is found unsafe for the vessel, call Master at once.
- GPS position should not be relied upon during coastal passages. In pilotage waters, leading lights, transit bearings, light sectors play a crucial role in helping monitor the ship's position, where radar and visual fixes can be obtained.
- During pilotage, position monitoring and plotting must be continued at reduced intervals and passing salient points should be marked on chart. The plotting interval must be reduced with due consideration of distance off from land or navigational dangers, the speed of vessel, weather conditions, set and drift so that the ship cannot run into danger between fixes.
- When navigating in open seas, the ship's position must be checked at least every hour. The scale of certain charts may not permit plotting the position every hour on the chart, the Master must in that case decide on the time interval for plotting positions on the chart.
- Study the maneuvering characteristics displayed on bridge especially the turning circle, stopping distance and advance (crash stop/or turning around in an emergency to avoid danger).
- **Never hesitate to call the Master. Never hesitate to take avoiding action and to reduce speed if necessary.**
- **Avoid One Man Error** (Eliminate the risk that an error on the part of one person may result in a disastrous situation). **Avoid Power Distance- Bridge Team Members should never hesitate to question those decisions and actions which may be dangerous for safe ship operation.**
- **Within Confined waters and 15 miles prior Pilotage waters, the Bridge Team should consist of at least one Nav Officer + Master + Helmsman. (Watch Type "B")**

Prepared by: 2/0FF

Approved by Master: \_\_\_\_\_

Read and understood prior taking over the first navigational watch on voyage: : Chief Officer [Signature] 2<sup>nd</sup> Officer [Signature] 3<sup>rd</sup> Officer N/A